

(ESTABLISHED 1881.)

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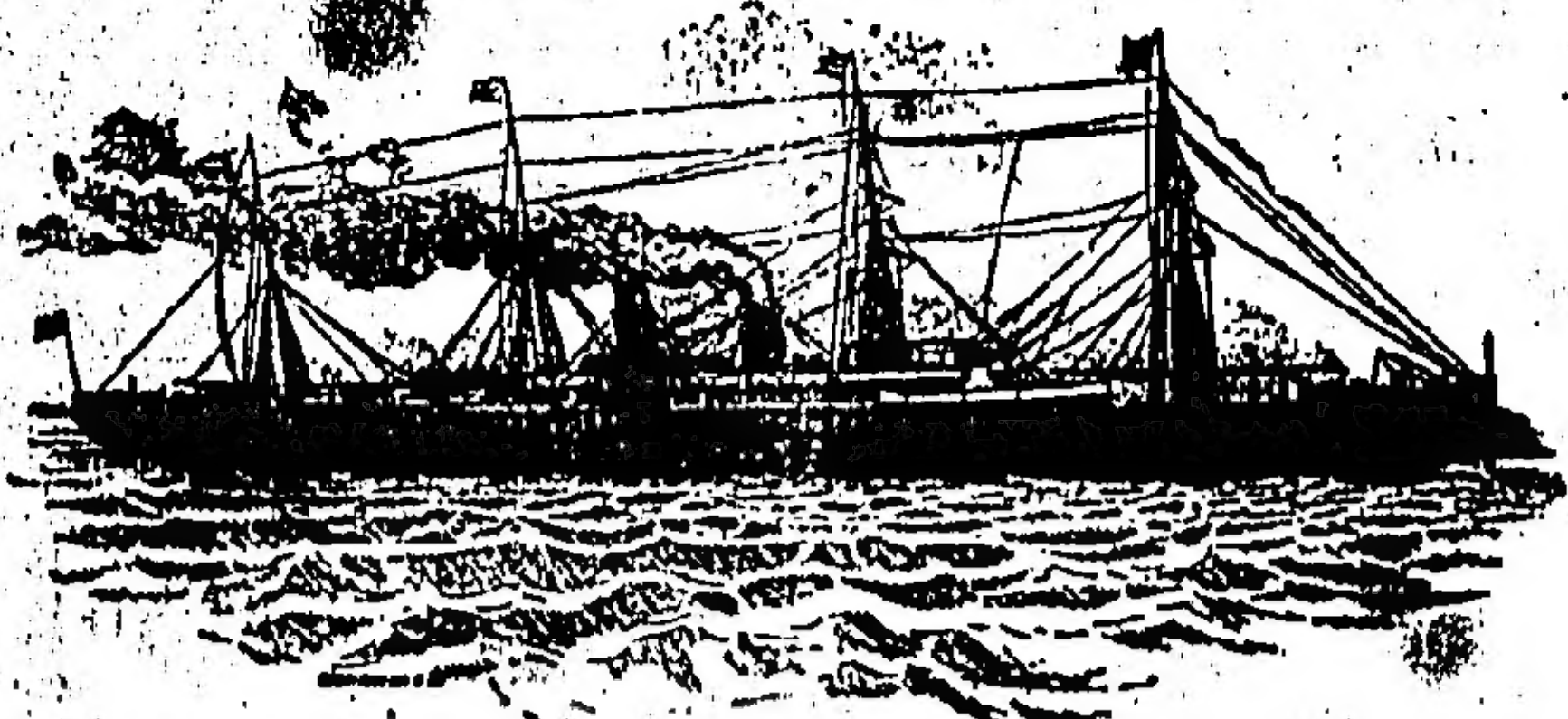
## Intimations

WM. FARMER, Proprietor



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC" .....	4,352 Gross Tons.	WEDNESDAY, 3rd August, at Daylight.
"KOREA" .....	11,276 "	SATURDAY, 13th August, at Noon.
"GAELIC" .....	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA" .....	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA" .....	5,060 "	THURSDAY, 15th September, at Noon.
"DORIC" .....	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA" .....	11,284 "	SATURDAY, 8th October, at Noon.
"AMERICA MARU" .....	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 3rd August, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

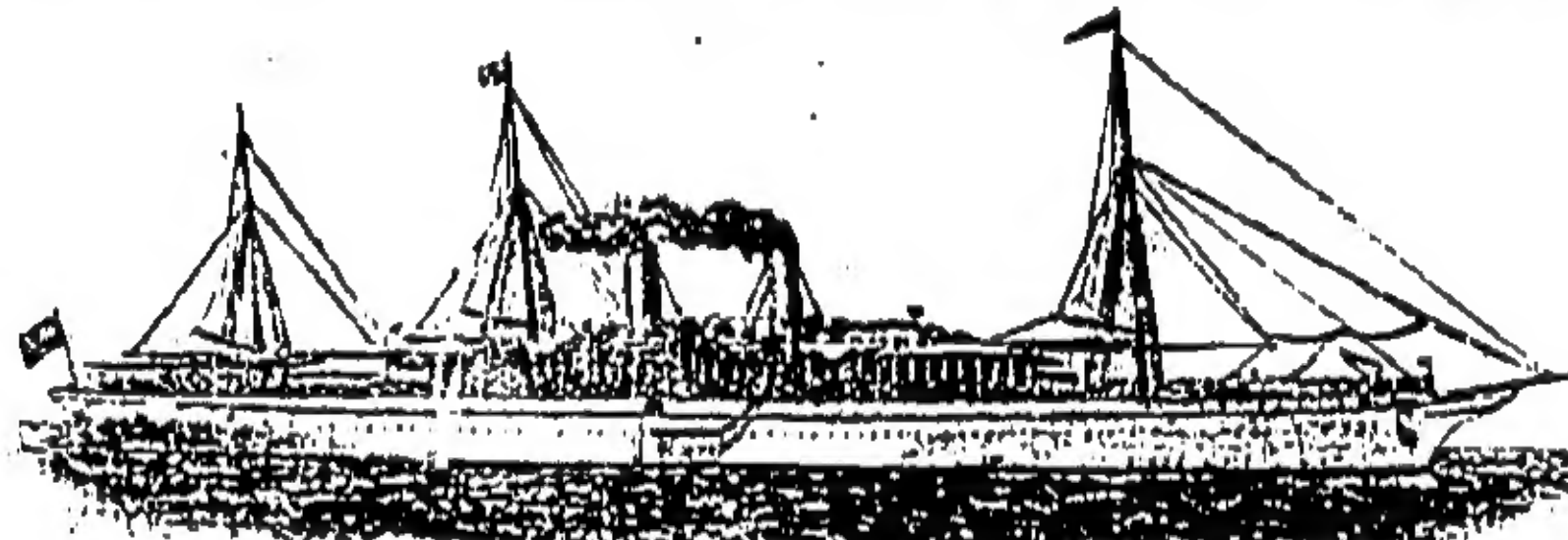
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st July, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" .....	6,000 Tons.	WEDNESDAY, 3rd August.
"TARTAR" .....	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA" .....	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN" .....	2,440 "	WEDNESDAY, 5th October.
"EMPRESS OF CHINA" .....	6,000 "	WEDNESDAY, 19th October.

Hongkong to London, 1st Class ..... via St. Lawrence £60. | via New York £62. |

Steamers, and 1st Class Rail ..... £40. | £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER, B.C., in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

Hongkong, 20th July, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ	HAVRE and HAMBURG.	Ab. 2nd Aug. Freight.
von Hof	(Calling at S'PORE, PENANG & COLOMBO)	
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August. Freight.
Rosend	(Calling at S'PORE, PENANG & COLOMBO)	
SPEZIA	HAVRE and HAMBURG.	27th August. Freight.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO)	
Mittell	HAVRE and HAMBURG.	6th Sept. Freight.
ANDALUSIA	(Calling at S'PORE, PENANG & COLOMBO)	
Filler	HAVRE and HAMBURG.	20th Sept. Freight.
SAMBIA	(Calling at S'PORE, PENANG & COLOMBO)	
Lüning	HAVRE and HAMBURG.	4th October. Freight and Passengers.
SCANDIA	(Calling at S'PORE, PENANG & COLOMBO)	
(ex KÖNIGSBERG)	HAVRE and HAMBURG.	
Behrens	(Calling at S'PORE, PENANG & COLOMBO)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 29th July, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VOGES ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,361 tons.	Captain R. D. Thomas.
"POWAN" .....	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" .....	2,360 "	W. A. Valentine.
"HANKOW" .....	3,073 "	B. Branch.
"KINSHAN" .....	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....	1,998 tons.	Captain H. D. Jones.
------------------------	-------------	----------------------

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.  
Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....	2,219 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

## Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904

JAVA-CHINA-JAPAN LIJN.  
REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA-CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA PORTS	First half of August	SHANGHAI AND JAPAN	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
ALEXANDRA BUILDINGS, 3rd Floor.  
Hongkong, 25th July, 1904.

## Entertainments.

PORTRAITS, GROUPS, ENLARGING AND  
COPYING IN ALL SIZES.

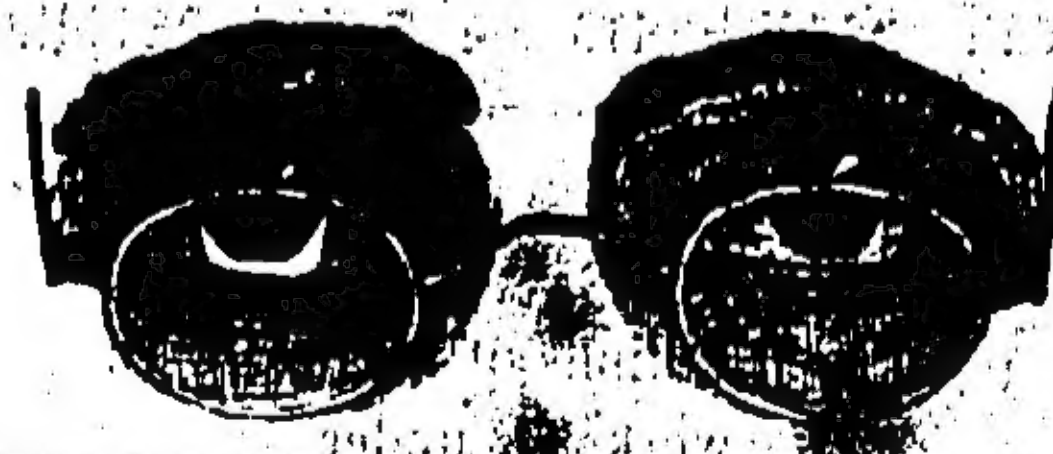
AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

## N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.  
Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are useful and give the effect of coolness.  
Prices from \$2.00.

Hongkong, 1st June, 1904.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.  
Sole Agents—  
BIEMSEN & CO.  
Hongkong, 10th January, 1903.

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.  
40, QUEEN'S ROAD,  
Watson's Building.

## Entertainments.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 28.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

## CHAZALON &amp; CO.,

WINE AND SPIRIT MERCHANTS,

AND  
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Océanien*

## THE FOLLOWING GOODS:—

FLAT CHEESES (quality <i>Crème à la Crème</i> ) .....	\$0.80 per lb.
EYSEN-CHEESE in Tins .....	0.75 the tin.
GOUDA CHEESE (Edam) .....	1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES JUICE .....	Per Bottle \$1.50
CHERRIES .....	" " 1.50
ASSORTED FRUIT .....	" " 1.50
CHERRIES IN BRANDY .....	" " 1.75
APRICOTS .....	" " 1.75
PLUMS .....	" " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs. Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*

Hongkong, 30th September, 1903.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 15th August, 1903.

[783]

## Hotels.

## THE RAMSGATE OF HONGKONG.

## METROPOLE HOTEL.

THREE miles out on the Sham-tai-wan Road—half-an-hour by ricksha.

The only House on the Road.  
The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Electric Trams will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,  
Proprietor and Manager.

Hongkong, 28th July, 1904.

[781]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to  
THE MANAGER.

Hongkong, 1st November, 1902.

[39]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the  
MANAGER.

Hongkong, 22d July, 1900.

[32]

GO TO THE  
KOWLOON HOTEL  
KOWLOON. J. W. OSBORNE,  
Proprietor and Manager.



## Intimations.

## THE HONGKONG GYMKHANA CLUB

THE SECOND MEETING of the above Club will be held TO-MORROW, the 30th instant, at the Happy Valley. First Race, start at 4 o'clock sharp.

Tickets of Admission for non-members, \$1 each, to be obtained at the Gate.

Ladies are invited.

GEO. K. HALL BRUTTON,  
Hon. Secretary.  
Hongkong, 29th July, 1904. [877]

## THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY SHAREHOLDERS' MEETING of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.  
Hongkong, 26th July, 1904. [873]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 12th July, 1904. [830]

## THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.  
General Agents for the West Point Building Co., Ltd.  
Hongkong, 12th July, 1904. [831]

## HONGKONG ICE COMPANY, LIMITED.

## NOTICE

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1904, of FOUR DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st inst., both days inclusive.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 19th July, 1904. [856]

## A. S. WATSON &amp; CO., LIMITED.

## ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$500,000 divided into 50,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [754]

LADY (Married) requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve in Bar.

Apply—  
"BOX."  
C/o This Paper.  
Hongkong, 15th July, 1904. [840]

## Intimations.

## THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

## NOTICE.

AS SETTLING DAY this month falls on Saturday, SETTLEMENTS will be put through on FRIDAY, the 29th instant.

By Order of the Committee,  
E. S. JOSEPH,  
Hon. Secretary.  
Hongkong, 26th July, 1904. [872]

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 1st August.

Hongkong, 27th July, 1904. [876]

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## SUMMER HOLIDAY.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 1st August.

By Order,  
A. R. LOWE,  
Secretary.  
Hongkong, 28th July, 1904. [888]

NOTICE IS HEREBY GIVEN that it has been ascertained that a quantity of FLOUR of inferior Quality to the Flour Manufactured by the STOCKTON MILLING COMPANY, of San Francisco, California, and known as the "CROWN" Brand, has been improperly packed by certain Flour Dealers in bags which bear upon them the "CROWN" Trade Mark of the Stockton Milling Company, and that such Flour has been passed off to purchasers thereof as the "CROWN" Brand Flour Manufactured by the Stockton Milling Company, which Flour has of late years become well-known on the Hongkong market as Flour of the most superior quality.

Persons purchasing "CROWN" Brand Flour are therefore warned, and requested, to examine all bags supplied to them which purport to contain such flour, and to satisfy themselves that such bags are bags manufactured by, or for the use of, the Stockton Milling Company of San Francisco and have not been re-sewn or otherwise tampered with.

Hongkong, 22nd July, 1904. [867]



"Oh! If I Could  
Only Play the  
Piano I Would  
Give \$1,000."

This expression has been used ever since the piano was invented, and it is still being used to-day by those who have not seen the great master piano player—the "APOLLO."

This wonderful invention is a small, neat cabinet supplied with fingers that play like those of a professional, giving to any one, without instruction, unlimited command of the piano.

We sell the "APOLLO" for \$450 on easy MONTHLY payments.

A fine musical LIBRARY available. Daily recitals.

THE ROBINSON  
PIANO CO., Ltd.  
Hongkong, Singapore,  
Shanghai.

These Wonderful Instruments can

be seen and tried at—

THE  
ROBINSON PIANO  
Co., Ltd.

Hongkong, 27th July, 1904. [39]

## Masonic.

ZETLAND LODGE,  
No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 2nd August, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th July, 1904. [374]

## PACIFIC ISLANDS TRADE.

## TRIP OF THE STEAMER "YSABEL."

VISIT TO THE MARSHALL AND CAROLINE GROUPS.

STRINGENT TRADING RESTRICTIONS ENFORCED.

Ever since the Pacific Islands Company withdrew their steamers from the Marshall Island service the monopoly of trade of that group, which is under German control, has been held by the Jaluit Gesellschaft, a powerful company, subsidised by the German Government for the preservation of German interests in the Pacific. The absence of the Sydney vessels has been felt by both natives and residents of the group, and representations were made some time ago to Burns, Philp, and Co., whose enterprise in developing Australian trade in the Pacific is universally recognised, and they accordingly reopened the trade with Sydney by despatching their steamer Ysabel on a cruise through the group. Mr. D. O'N. Flood, a gentleman of wide experience in island matters, was placed in charge. Mr. Flood has just returned to Sydney, and in the course of an interview some interesting facts were obtained regarding the venture.

Mr. Flood, when speaking of the trip, said: "We proceeded to the Marshall Islands from Sydney by way of Tulagi (Solomon Islands) and Tarawa (Gilbert Islands). This was rather a roundabout route, but was made to afford the Government official of the two groups an extra and direct mail call, in addition to the regular service that the company's vessels maintain to those groups." Mr. Flood then made an interesting comparison between the treatment meted out to English vessels trading in German territory as compared with the treatment Great Britain gives German vessels trading within her boundaries. Steamers trading to either the Solomon or Gilbert Islands, he said, pay an annual license of £100 which makes them free of the group, and is the only contribution asked of them by the British Government. When, however, the Ysabel reached Jaluit it was found that, although the German vessel availed themselves of the liberal British terms to compete for the trade in both the Gilbert and Solomon Groups, the German Government had not the least intention of affording such facilities to British vessels to trench upon their trade. For permission to trade within the Marshall Group, a demand was made and enforced for a payment of a trading license of 4,500 marks per month, which in British money would be £125, equal to £2,700 per annum. There was no escaping from this tax, which Mr. Flood added, was obviously intended to maintain the trade of the group as a close monopoly for Germans only, and to crush out, without mercy, any foreign intruders.

As Great Britain is entitled under her treaties to "most favoured nation treatment" in all German possessions, inquiry was at once made, continued Mr. Flood, as to whether German vessels paid the same taxation, and it was discovered that while the regulations drew no distinction as to nationality, there was another system of taxation by which trading vessels or companies "domiciled within the group" were granted licenses under a different scale of fees, equal to about 10 to 15 per cent. of those charged to outside vessels or firms, and, of course, all the German vessels and stations came under that clause. When, however, the representative of the British vessel desired to acquire a domiciliary interest either by leasing or purchasing land and establishing a station under the system availed of by the German firms, he was at once met with a point-blank refusal. The natives of the group, who had been anxiously awaiting the arrival of the Sydney steamer, and had welcomed her with many earnest promises of support, had offered gladly to sell or lease whatever land might be necessary for the purposes of establishing a station, but although application was made, the Government representative absolutely refused any such transfer, and asserted that it was prohibited under the German regulations.

This, Mr. Flood went on to say, is a very different system to that obtaining in British territory, where any bona-fide leasing of lands from natives receives the sanction of the British Commissioner, as a matter of course. Having perforce paid the license fees demanded, the Ysabel cruised right through the Marshall Islands, receiving most encouraging promises of support throughout the group. A call was then made at Ponape, the capital of the Caroline Islands, where, however, it was found that the taxes were prohibitive, and that the Jaluit Gesellschaft had been granted an absolute monopoly in the eastern part of the group, with the exception of Ponape and Kusaie, on which two small islands trading was still allowed upon payment of a license fee of £75 per annum—a charge out of all proportion to the very limited amount of trade possible. From Ponape the vessel started on her return voyage to Sydney, but, as already known, the propeller carried away when nearing the Solomon Islands, and the vessel completed her voyage partly under sail and partly in tow of the same company's steamer Moresby, and now lies at Vila, the principal port of the New Hebrides, awaiting the arrival of the necessary fittings to enable her to properly fix her spare propeller and tail-shaft, which she carries on board with her.

Notwithstanding the discouragement in the way of taxation experienced at the hands of the German authorities, Messrs. Burns, Philp, and Co. do not intend relinquishing their efforts to re-establish Australian trade with the group, and the steamer Moresby, leaving Sydney on the 1st July, takes coals, provisions, and trading stores for the Ysabel, which will be transhipped to her at Vila, from whence she will proceed direct to the Marshall Islands, returning again to Sydney about the middle of September.—*Ed.*

## THE DECLINE OF DANCING.

It is the privilege of the old to believe and assert that things are going to the dogs, forgetting that if such be in reality the case the generation to which they belong must be responsible for the decadence, since everything demands time for its decline, and by going to the dogs they mean that modern behaviour has deteriorated greatly since they were young, and not merely that the decadence has just begun. Possibly it may be in some such spirit that the older amongst us bemoan the decline of dancing. Dancing, they say, as they watch the youthful couples in a modern ball-room, is not what it was in our day. It has become a tomp without grace and without any beauty of motion. Your modern man and your modern girl have no idea of time or rhythm, the modern quick jumping value has knocked that on the head; if the band but play a little slowly, they cannot dance, for the step will then demand a modicum of real dancing. Still even those who do not as a rule decry modern methods must agree that the art of dancing has to a great extent been lost, and that mere exercise has taken its place. To those who can still remember the stately minuet of their grand-parents, the deep curries of the ladies and the studied bow of the men which, if seemingly affected to us now, yet at that time marked more than anything else the gentleman from the boor; a bow which no upstart could acquire. To those of us who remember these things there is a great deal wanting in the present-day dances, a lack of all that make dancing the poetry of motion. The old quadrille has gone long ago, being too slow and prim for modern requirements, and with it died the graceful carriage and a fitting deportment. Foreigners say that Englishwomen cannot walk, and one can see what they mean when watching a dance or when a girl has to cross a ball-room. The lancers, from a perfect dance, has become a meaningless romp. The man drags his partner about, brings her round, nods for a bow, and plays the buffoon whenever possible, without respect for himself or for her, and the last figure of the dance is now a disgrace not only to the name of dancing but to the intellect of the age. The inside and outside dancing necessary in this figure in a set of eight couples is given up, because, forsooth, it is too intricate and too difficult, and an impossibility to attempt to make an all outside chain fit to music set for a short chain. The result is ghastly, as no time can be kept and the prettiest figure of the most graceful of all square dances ends in a hopeless jumble and a clownish romp.

It is the same with the round dances. The old *lancers* valse with the low curtsy at the third step and the polka mazurka gave place to the graceful slow valse of twenty years ago, and although the valse is the only dance left which has any pretension to grace, yet the quick time to which it is now danced allows at least one half of the performers to forget the dancing in the search after exercise. The introduction of the "pas-de-quatre" was well meant, but the day of dancing was over and it was beyond the powers of the day, so it became the barn-dance and degenerated into a grotesque walk with a stiff high kick; not one woman in thirty could dance it and not one man in a hundred. So by quickening the time they made it a romp and it was voted too hot for practice and so perished. The Washington Post was a real dance requiring skill and a knowledge of movement with a complete control over the body and its balance; to expect this from many was to expect too much, and only a few could ever dance it, and the rest who attempted it made it ridiculous and so killed it.

Modern dance music has suffered from the lack of grace display, and the new valse times have none of the go and the catch that was so distinctive a feature in the days of the old slow valse. Hardly one of them has that ring in it which makes a dancer feel that he must dance, and in many the object seems to have been forgotten in the desire for a more classical style of composition. It would be a pity if, even in these days of female athletes, jumping should take the place of dancing, and running that of walking. To see the lancers well and gracefully danced again is the wish of many, and a reaction may set in, or some thing awoken women again to the fact that nothing is so attractive or fascinating as the rhythmic movement of the body in a true dance with the quickness and ease which comes from a perfect balance of body, the reflection of a well-balanced mind. If this be the case we may hope also that in time there may be a return among the men to that true chivalry which would detest the idea of placing any woman in a ridiculous position, or of treating her with any appearance of discourtesy.—*"Rangoon Gazette."*

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

*Selling.*  
London—Bank T.T. .... 1/10 3/16  
Do. demand ..... 1/10 1/16  
Do. 4 months' sight ..... 1/10 7/16  
France—Bank T.T. .... 2/33  
America—Bank T.T. .... 1/38  
Germany—Bank T.T. .... 1/38  
India T.T. .... 1/38  
Shanghai—Bank T.T. .... 7/11  
Do. demand ..... 1/38  
Japan—Bank T.T. .... 90/1  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 1/11 1/2  
*Buying.*  
4 months' sight L/C. .... 1/10 9/16  
6 months' sight L/C. .... 1/10 11/16  
30 days' sight San Francisco & New York 4 1/2  
4 months' sight do. .... 4 1/2  
30 days' sight Sydney and Melbourne 1/10 13/16  
4 months' sight France ..... 2/37  
6 months' sight do. .... 2/37  
Bar-Silver ..... 20 1/2  
Bank of England rate ..... 3 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New ..... 950/1,000  
" Old ..... 1,030/1,180  
" Older ..... 1,110/1,200  
" Oldest ..... 1,220/1,300  
Patna New ..... 1,200  
" Old ..... 1,300  
Benares New ..... 1,200  
" Old ..... 1,300  
Perian (Paper) ..... 850/900

## Entertainment.

## THEATRE ROYAL, CITY HALL.

MONDAY (BANK HOLIDAY) AUGUST 1ST.

MAIN EVENT.  
20 ROUNDS CONTEST.

Between TELL SMITH, of H.M.S. *Editha*, and J. CHRISTIE, of Hongkong. Owing to the illness of J. BURKE, SMITH has agreed to meet CHRISTIE under the same conditions.

PRELIMINARIES.  
10 ROUNDS CONTEST.

Between SPIKE EMMERTON, Champion Feather-weight of the China Station, and H. SAMURIS, of Australia.

8 ROUNDS CONTEST.  
NIGGER TARRANT v. TIM DOYLE.

10 ROUNDS CONTEST.  
DENVER v. Unknown.

8 ROUNDS CONTEST.  
KYNOC v. BLANDFORD.

Prices... .. \$5, 3, 2 and 1.

Tickets to be had at Comptroller, City Hall, JAS. CHRISTIE, Promoter.

Mon. Aug. 28th July, 1904. [884]

## Notices of Firms.

## A. S. WATSON &amp; CO., LIMITED.

MR. ALFRED HENRY MANCELL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st July, 1904. [791]

## A. S. WATSON &amp; CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st July, 1904. [792]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept first CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1904. [52]

## Hotels.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.  
Hongkong, 21st October, 1902. [3]

## OCCIDENTAL HOTEL.

## EXCELLENT CUISINE.

## MODERATE PRICES.

## ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

## EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637]

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our self strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited, and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street, Tel. 374.

DR. V. DANENBERG & F. P. DANENBERG,  
General Managers.  
Hongkong, 30th May, 1904. [677]

## To Let.

## TO LET.

GODOWN No. 6, NEW PRAVA, KENNEDY TOWN.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th July, 1904. [883]

## TO LET.

No. 1, RIVINGTON TERRACE IN FLATS, No. 4, RIVINGTON TERRACE, No. 12, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing PARK ROAD.

OFFICES in course of erection, CONNAUGHT ROAD (near BLANK PIER).

GODOWNS: PRAYA EAST, No. 1, CLIFTON GARDENS, OFFICES in Nos. 10 and 16, DES VOGES ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th July, 1904. [879]

## TO LET.

No. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

## TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,  
A. S. WATSON & Co., Limited.

Hongkong, 16th June, 1904. [729]

## TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LIGHTOR," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559]

## TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49]



# **Intimations.**

**A. S. WATSON & Co.,**  
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1847.

## **CLARETS.**

	Per Case	Per Case
	1 doz. Btl.	2 doz. Btl.
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.50	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAPITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

### **THE CHATEAU BRANDS**

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO.,**  
LIMITED.

Hongkong, 20th June, 1904.

TELEPHONE NO. 150.  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. B. C. CODE, 4TH EDITION.  
ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣  
17, QUEEN'S ROAD.

**FURNITURE**  
**DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
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COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**  
**DEPARTMENT.**

DEVELOPING and PRINTING  
UNDERTAKEN FOR AMATEURS;  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

**E. C. WILKS & Co.,**  
MARINE SURVEYORS,  
CONSULTING ENGINEERS AND  
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.  
Salvage Work undertaken.

Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.

Contract for New Tonnage on reasonable terms  
with First-class Builders.

A large stock of Canadian Asbestos and  
Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical  
Plant and Centrifugal Pumps.

Telegram Address: "Telephone"—No. 358.  
MARINEWORK.  
Hongkong, 3rd May, 1904.

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the "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
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Ordinary business communications should be addressed  
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The Editor will not undertake to be responsible for  
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Daily—\$80 per annum.  
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accessible to messenger. On copies sent by post an  
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The postage on the weekly issue to any part of the  
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Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## **The Hongkong Telegraph**

HONGKONG, FRIDAY, JULY 29, 1904.

### **OUR NEW GOVERNOR.**

With the multitude gathered at the water front this forenoon, not merely out of curiosity, but to do honour to the representative of the King on his first landing on these shores to take the reins of Government handed over by Mr. F. H. May, C.M.G., as the *locum tenens* pending the arrival of Sir Matthew Nathan, the first impression formed of His Excellency is that, in his selection, the Colonial Office has sent to this far dependency of the Crown a Governor than whom Hongkong has not yet seen a better man. The discerning populace saw in the dignified mien of Sir Matthew and his military bearing the strength of character and the resoluteness of purpose that bespeak the ability for achievement of great things. That reputation had preceded his arrival in Hongkong. During his stay in London, shortly before his departure for the East, our new Governor met most of the prominent former and some of the present residents of Hongkong who are in the old country. It is not too much to say, remarks a home contemporary, that he has created a very favourable impression, which, added to his previous record, bids fair to give this Colony a Governor of an able type and of broad mind, which is what Hongkong requires in the present state of affairs in the Far East. Within the first hour of the public's acquaintance with His Excellency the impression, as we have said, has been gained here confirmatory of the opinion formed by the people at home. It is likely to be a deep-seated predilection in favour of him who will preside, for several years, over the destinies of England's distant outpost of a world-wide dominion. At this initial stage of His Excellency's gubernatorial career in Hongkong he has already ingratiated himself with that section of the community who were privileged to listen to his excellent maiden speech in our Council Chamber this forenoon when he had taken the oath of allegiance, "to serve the Sovereign and do right to all manner of people after the laws and usages of this Colony without fear, favour, affection, or ill-will." The keynote of His Excellency's first public utterance here is strictly in accord with the feeling and the hope of the people. His allusion to the line of rail that is destined to connect the mainland with the interior and beyond to the capital of South China has just that happy effect of an "open Sesame" with a community that have been waiting with a Job-like patience over a project that appeared so distant of realisation but whose accomplishment is pregnant with such promising possibilities for the greater prosperity of the Island and its dependencies. Commerce will receive the Governor's fullest share of support, and in pledging himself to promote the interest of trade His Excellency will be ready to receive the advice and suggestions of those whose business it is to create and foster the trade of this important port,—the members of the Hongkong General Chamber of Commerce. To protect commerce the defence of the island and the mainland must be preserved in a state of the highest efficiency. With one so eminently fitted to pronounce, with authority, on the question of military strategy, it goes without saying that the local garrison which is "ready, aye ready" will be stronger than ever to see to the defence works being kept up in a condition not likely to jeopardize the retention of the Island. In its invulnerability Great Britain's fleet in these waters, maintained for the protection of trade, will find its safety. The administration of Government will not be conducted with too great prodigality; for economy of expenditure in certain directions is one of the features of the administration proposed for the future. There are existing anomalies in the Civil Service, as, for instance, the question of exchange compensation attached to personal emoluments, the removal of which the Governor might profitably devote a small measure of attention in order to do away with that differentiation which "favour" creates for one class to the prejudice of the other. A particularly noteworthy feature of Sir Matthew's speech is his graceful allusion to "the great Chinese race," who form so considerable a proportion of His Majesty's subjects in this Colony. With perfect candour, born of modesty inherent to great characters, His Excellency makes it publicly known that he intends

to learn their manners, their customs, their wants and their aspirations so that "I may," he says, "have for them a real sympathy based on understanding and to be able to help them, as I wish to help all other classes of the community in things great and small—public and personal." When these lines shall have been read by the Chinese and other sections that form the heterogeneous community of our Colony, a new light will shine upon them and those aspirations of a people amenable to the just laws of a liberal governing race will find scope for much useful work in the way of enriching the Colony and promoting the moral aggrandisement of Great Britain whose selection of Colonial Governors like that we welcome to Hongkong today is quite in keeping with the admirable policy of the Mother Country. It is to be hoped Sir Matthew will seek to gain his acquaintance with the inhabitants and their representatives by that personal contact with the exponents of the various sections who alone can give His Excellency a true and a just estimate of the many admirable traits in the individual character, above all that of the Chinese, of the component elements of this cosmopolitan community. A knowledge derived second-hand and through intermediary channels is likely to be fraught with many erroneous impressions destructive of that "real sympathy based on understanding" which His Excellency hopes to acquire for the good of all classes in things great and small and in matters public and personal. Speaking for the Chinese, we can tender every assurance that a people more amenable to just laws and more sensible of benefits conferred by a paternal Government has never, as a class, come under the sway of any Government. Under British rule they enjoy and acknowledge the fullest liberty of action and speech, the security of life and property, and, as loyal citizens of the State, co-operate with the Government in all measures tending to the public weal.

### **LOCAL AND GENERAL.**

Two cases of plague were notified since yesterday at noon.

SEVERAL items of local interest have been crowded out of this issue and will be printed in the *Telegraph* to-morrow.

THE P. and O. Company's steamer *Nubia* brought the following specie for Hongkong: coin silver, £33,864.

SIR James Lyle Mackay, of Messrs. Mackinnon, Mackenzie and Co., Calcutta and Bombay, has joined the firm of Messrs. Gray, Dawes and Co., London.

THE *Times* has added to the daily "hatches," matches, and despatches" list one giving betrotals: "People now talk of hatches, catches, matches, and despatches."

THE case against Cowasjee Shapurjee Pannana, the Barrister-at-Law of Bombay, who is under trial for forgery in Bombay, as already reported in these columns, was called on before Mr. Kemp, second Police Magistrate, and again remanded for the purpose of securing further evidence.

THE ice-breaker *Yermak*, which is being overhauled in the Constantine Dock at Cronstadt, is to sail for the Far East "on the first favourable opportunity that presents itself," according to the *Cronstadt Vestnik*, which says also that the authorities have found it necessary to use the *Yermak* in those waters, together with the Vladivostok ice-breaker, *Nadeshny*.

EARLY this morning Inspector Dymond, of the Peak Police, saw a Chinaman wearing some peculiar badges, and stopped him to inquire what they were. The man coolly admitted they were badges of the Triad Society, of which he was a member! The inspector placed the man before Mr. Kemp, later in the day, and he was sent to six months' hard labour, and six hours in the stocks.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the building fund of the Alice Memorial Maternity Hospital:—

A. Wellisher	...	...	\$150
Luk Shi Ki	...	...	50
Chai Ki	...	...	10
Kusakabe & Co.'s Compadore	...	...	10

THE Sanitary Surveyor's report for the second quarter of 1904 was laid on the table at the Sanitary Board meeting yesterday afternoon. It showed that plans were passed for the drainage of 47 houses. Plans for 211 houses were carried forward from 1903, and of 104 houses from the first quarter of this year. This makes a total of 362 jobs in hand. The drainage of 90 houses, however, has been completed and 28 were cancelled during the year, leaving 244 to carry forward. Notices for repairs or alterations to the drains of 78 houses have been received during the quarter. Fifty-eight were carried forward from 1903, and 26 from the first quarter of 1904, making a total of 182 in hand during the year. Of these 54 have been completed and three cancelled, leaving 125 to carry forward. The drains of 106 buildings have been inspected and reported on as defective. Of this number 48 required reconstructing and 58 amending. Houses to the number of 3,927 have been inspected by the Drainage Inspectors, with the result that 368 drainage nuisances have been discovered.

FELLOW-PASSENGERS arriving with His Excellency on the *Nubia*, speak very highly of him, describing him as being of a somewhat retiring and unassuming disposition, yet urbane and leaving the impression of one possessed with a firm and determined will—an impartial and just man.

AMONG those present at Victoria Station when Sir Matthew Nathan left by the P. and O. express were Sir Donald Stewart, the new Commissioner for the British East Africa Protectorate, Sir Nathaniel Nathan, Sir George Arthur, Mr. Charles Lucas, C.B., Mr. Reinald Antrobus, C.B., Mr. G. V. Fiddes, C.B., Mr. T. H. Whitehead, Major F. Nathan, Mr. George Nathan, Miss Nathan, and Major Clauson.

### **LIGHT IN CUBICLES.**

SANITARY BOARD MEMBERS AT VARIANCE.

At the meeting of the Sanitary Board yesterday an application for exemption from complying with the requirements of section 154 of the Public Health and Buildings Ordinance, 1903, in respect of the top floor of No. 209, Queen's Road East, was considered.

THE M.O.H. minuted.—I think the Board should refuse, as a skylight can easily be put in to light the cubicle and render it a legal room.

MR. RUMJAHN minuted.—The premises in question are far better lighted and ventilated than most of the buildings situated in narrow lanes recommended by the M.O.H. for exemption.

COL. WEBB minuted.—I agree with the opinion given by the M.O.H.

MR. LAU CHU PAK minuted.—The Chinese have been given to understand that where they have an eight-foot yard, or a side-lane of that width, they could apply for exemption. I am in favour of granting this application.

HON. REGISTRAR GENERAL minuted.—I agree with the M.O.H. Who gave the Chinese to understand?

HON. D. P. W. minuted.—I think the number of skylights should be kept down. They have a tendency to weaken the roof, or at any rate to give a better chance to a strong wind. I have been endeavouring to have them built of a uniform and special type where they are necessary.

THE PRESIDENT.—I move that the application be refused.

HON. BREWIN.—I second that.

MR. RUMJAHN.—The building in question has a side lane 8' 2" in width running continuously along the whole length of the premises. There is also a backyard of 8 feet. Three windows open into the lane and one into the yard besides, of course, the windows in front. The cubicle is lighted and ventilated by two of the windows opening into the lane and the one opening into the yard. The aggregate area of these windows is more than half of the floor area of the cubicle; whereas the lane only requires the window area to be one-tenth of the floor area. The M.O.H. has recommended many buildings fronting on lanes less than 8 feet wide to be exempted, (quoting many instances) and the applicant's property is in every respect far more sanitary and better lighted and ventilated than any of those recommended by the M.O.H. Some time ago the Board, by a majority, including the Chairman, recommended the Government to treat a lane 8 feet if running continuously along the side of a building to be counted as external air, and the building in question has not only an 8 feet side street but also a yard of 8 feet as well. The Board must be consistent. It is all very well to say a skylight would meet the case, but skylights are a great nuisance. They are exceedingly hard to be kept rain proof and a great danger to the stability of the roof. If this application is refused there would be no need of entertaining any other application for exemption from "external air." He moved an amendment that the matter be adjourned till next meeting in order that members of the Board should have an opportunity to view the premises before adopting the M.O.H.'s recommendation.

MR. LAU CHU PAK.—If this application is refused the Board should make it known that no applications whatever for exemption would be entertained in future.

There voted for Mr. Rumjahn's amendment:—Col. Webb, Mr. Pollock, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and Mr. Rumjahn.

Against: The President and Hon. A. W. Brewin.

Amendment was accordingly carried, and the matter will be considered again at next meeting.

### **THE TRIAD SOCIETY.**

AN EXPERT'S EVIDENCE.

This case which had been remanded from Tuesday last was resumed, before Mr. H. H. Gompertz, when Mr. Mok Lai Chi gave evidence that all the flags and other paraphernalia produced were things used by the Triad Society. There was no religious meaning attached to any of them. To form a complete outfit of a Triad Society there were only three things missing viz. a pair of scales, a red lantern, and a live chicken. The flags represented the names of the patriarchs who originated the Triad Societies. He did not explain the significance or usage of the other strange articles, but said they were all typical of a full, grand meeting of the Triad Society. Thirteen out of the fourteen accused tried to explain their presence by saying that they went to look for friends; because it was raining; and because they wanted to join a gambling game. One of them, No. 2 accused, set up an *alibi* and was given until Tuesday next to prove it, the rest being sentenced to six months' hard labour, and six hours in the stocks. The paraphernalia was ordered to be confiscated.

## **TELEGRAM.**

### **THE WAR.**

TWO TOWNS ABLAZE.

A RUSSIAN RETREAT.

Mr. M. Noma, Consul for Japan, has forwarded to us the following telegram:—

Tokio, July 28th, 4.40 p.m.

General Oku reports that on the 25th instant our army, pursuing the enemy, advanced to north of Tashichiao. The enemy retreated northward. Tashichiao and Newkiatun are ablaze.

### **VLADIVOSTOK SQUADRON.**

The *Kobe Chronicle* of 22nd inst. says:—A Hakodate dispatch states that the British steamer *Samara* was stopped by the Russian squadron on Wednesday off Esan, outside the Tugauru Straits in the Pacific, but was soon released.

The squadron, with a captured merchant steamer, was seen cruising off Kayabe, Hokkaido, on Wednesday afternoon, since when it has not been reported.

The steamer *Hokuyetsu-maru* No. 1, which left Amori on Tuesday night for Hakodate sighted the squadron, but escaped and arrived safe in port.

The squadron is now in the Pacific. With regard to its destination Japanese opinion coincides with that expressed in these columns yesterday that the object of the squadron may be the relief of the pressure on the Port Arthur fleet, rounding south Kyushu and so entering the Yellow Sea and diverting the attention of Admiral Togo. Other vernacular opinions are that the vessels are on the way to a neutral port in order to save themselves; that they are simply engaged in the destruction of Japanese merchant vessels on the Pacific coast; and that they are steaming to the Indian Ocean in order to meet the Baltic squadron intends to make its way to the Yellow Sea and assist the escape of the Port Arthur fleet is, however, the most general. Such a task is one of great risk when it is considered that the squadron must round the southern coast of Kyushu and probably encounter the Japanese before reaching Port Arthur. The vernacular papers consider that the exit of the Vladivostok squadron into the Pacific has removed a danger from the Japan Sea, which will even be of advantage to the Japanese plan of campaign as the squadron can hardly reckon on re-entraining again in safety to the harbour of Vladivostok.

The Nippon Yusen Kaisha has postponed the departure of all its steamers for the north. Very few vessels were in northern waters on the Pacific Coast at the time the Russians appeared. The *Togonoura-maru*, which left Muroan at midnight on the 19th instant, and the *Hokkai-maru*, which left Nemuro on the 18th, are reported to have safely arrived at Hakodate. The *Hokkai-maru* reported that she had sighted three large war-ships without flags five miles off. The British steamer *Ros Bera*, under charter to the Nippon Yusen Kaisha, which left Otaru on Wednesday morning for Hakodate was warned and put back to Otaru.

### **THE "MANSHU MARU."**

RETURN OF THE GOVERNMENT'S EXCURSION PARTY.

The *Manshu-maru*, which was fitted out by the Navy Department recently for a cruise along the Korean and Manchurian coasts for the benefit of foreign military officers, members of the Diet, and journalists, left Nagasaki on the 17th inst. for Kobe and arrived there on the 21st. Some of the passengers left the vessel at Nagasaki, and proceeded to Tokyo by train. The steamer was at the mouth of the Yalu on the 14th instant, proceeded to Edai Yalu (near Taitienwan), and thence steamed to the proximity of the rendezvous of the Japanese fleet, remaining there till the 16th. On the following day she went to Taitienwan, from there to Nanshan Island, and then commenced the voyage home. On the cruise the *Manshu-maru* sighted destroyers and torpedo-boats steaming in line, and also by arrangement met the battleships *Atsuta* and *Mikasa* and the destroyers *Asashio* and *Kasumi*. The guests boarded the *Mikasa*, Admiral Toyo's flag-ship, and drank the gallant Admiral's health. The steamer then headed for Nagasaki, arriving on the 19th instant.

### **THE SOURCE OF JAPAN'S STRENGTH.**

On the 19th inst., His Majesty the Emperor despatched a gracious message to General Nishi, Commander of the 2nd Division. It runs thus:—We highly appreciate the actions of the 2nd Division, under your command, which has not only defeated the Russians, although they were twice as strong, who came to attack Motientling and the positions in the neighbourhood, but pursued them for a long distance, thereby entirely destroying their hope of recovering these places.

General Nishi's reply to the Imperial Rescript, congratulating him on his latest success at Motientling, runs as follows:—The success secured by the Division this time is entirely due to your Majesty's illustrious virtue. Nevertheless, we have received your Majesty's gracious Rescript with grateful surprise. We will endeavour to discharge our duty with even greater zeal. I humbly submit this.

### **SHIPPING AND MAILS.**

MAILS DUE.

Indian (*Lalsang*) 1st prox.  
German (*Prinz Regent Luitpold*) 2nd prox.  
American (*Korea*) 8th prox.  
Canadian (*Empress of India*) 15th prox.  
American (*Gallie*) 18th prox.

The *S.S. Sagami* left Manila yesterday, and may be expected here on 31st inst.  
The P. M. S. S. Co.'s *Korea* with mails, &c., from San Francisco to the 12th inst., via Honolulu, arrived at Yokohama to-day.

## **TELEGRAMS.**

### **"HONGKONG TELEGRAPH" SERVICE.**

(From Our Own Correspondent.)

### **OUTRAGE IN RUSSIA.**

MINISTER OF INTERIOR ASSASSINATED.

LONDON, 28th July, 1904.

11.15 a.m.

News has reached here from St. Petersburg that M. von Phileva, the Russian Minister of Internal Affairs, has been assassinated at the station by the throwing of a bomb.

[Since the news was issued by us in an extra last evening, stating that the assassination took place at Warsaw another telegram was received announcing that the outrage was committed in St. Petersburg, and this morning the telegraph company informs us that the word "bomb" had been included in the cable.]

(Reuter's.)

### **The Red Sea Seizures.**

LONDON, 27th July.

The *Formosa* was seized by the *Smolensk*.

LATER.

The *Malacca* has arrived at Algiers; her crew is at Gibraltar on board the *Oriental*. The *Formosa* has been released, also the German liner *Holsatia* which a Prize Crew brought to Suez.

### **Germany and Russia.**

The German press declares that the question of Russia is settled so far as Germany is concerned. It praises the prompt and friendly action of Russia.

It is thought in Germany that Russia intends throwing into the question of the status of the Volunteer cruisers, and that she has secured the tacit support of Germany.

### **The Sinking of the "Knight Commander."**

Mr. Balfour, replying to a question, referred to the sinking of the *Knight Commander* as a regrettable occurrence, and said he was afraid it involved a breach of international law.

### **Russian Ships pass through the Bosphorus.**

London, July 19.—The Russian warships *Jumnezuel* and *Chironomus*, of the same class as the *Korietz*, fully armed, passed the Bosphorus to-day, the Russian Government thereby setting the Treaties (Treaty of Paris and Treaty of Berlin) at defiance. Two more Volunteer Fleet cruisers are now coaling at Sebastopol and are intended to follow the cruisers *Smolensk* and *Petersburg*.

[By the Treaty of Paris (1856) the Bosphorus was closed to ships of war and the erection of arsenals was forbidden, while a free passage was accorded to the commerce of all nations. This confirmed the treaty concluded between the five great Powers and Turkey in 1841, whereby no non-Turkish man-of-war could pass the Dardanelles without the express consent of Turkey. The Russian Government repudiated this article in 1872, and subsequently (March, 1870) the neutralisation of the Euxine was abrogated at a Conference of the Powers held in London. The Bosphorus and Dardanelles are still closed to ships of war other than Turkish, but the Sultan can open them at need to allies.—*Mainichi*.]

### **YOKOHAMA SPECIE BANK.**

We learn that Newchwang being now in Japanese occupation, it is the intention of the directorate of the Yokohama Specie Bank, Ltd., to re-open a branch in the northern port.

### **BOWLING.**

At the Kowloon Bowling Green to-morrow afternoon, Spoon Competitions will take place, commencing at 4.30 p.m., and afterwards the Neish Bowls will be presented by the donor, Mr. Jas Neish. The winners are Mr. J. Galt and Mr. J. Ramsey.

### **THE WEATHER.**

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 29th at 11.25 a.m. The barometer has fallen in the Philippines and risen considerably at all other stations.

Gradients are moderate upon the China Coast and moderate S. winds may be expected in the Formosa Channel and light variable winds in the China Sea.  
Forecast.—Light S. winds, fine.



## OUR NEW GOVERNOR.

WELCOME TO SIR MATTHEW NATHAN, K.C.M.G.

CEREMONY AT THE COUNCIL CHAMBER.

## HIS EXCELLENCY'S ADDRESS.

As the grey dawn put night to flight over the towering hills of Hongkong the *Nubia* was steaming up from the South on a day that was to mark another epoch in our history. The light scarce sufficed to paint the beauties of those rows of ragged rocks which stand as solitary sentinels some forty miles to sea. Yet as the sun crept higher into the heavy sky the approach to the harbour became more distinct, and by the time the mail steamer was spoken at our most distant lighthouse day had broken and many of those aboard could soon catch a veiled glimpse of Britain's fair portal of the Orient. The arrival of a mail boat from home is always awaited with considerable interest, but the coming of the *Nubia* was an event to which many had long been looking forward as it was to bring to our shores the Governor-designate of Hongkong. In view of this special arrangements had been made regarding the signalling of the steamer. If the Peak was obscured, as it generally is during the early morning, at this time of the year, a gun was to be fired from the Tsimshatsui police station as soon as the vessel was sighted, and the Governor's flag would be hoisted on the flagstaff at that station and at the Harbour Office. Fortunately the weather was clear, and when the ship was sighted at 8.5 a.m. to be precise, there was a boom from the Peak and the red ensign floated from the top of the flagstaff. The *Nubia*, however, did not enter the harbour, but dropped anchor in the neighbourhood of Green Island where she remained till nearly ten o'clock. Shortly before that hour, the Harbour Master (the Hon. L. A. Barnes Lawrence), wearing the uniform of captain in the Royal Navy, accompanied by the assistant Harbour Master (Mr. Basil R. H. Taylor) and Mr. R. A. B. Ponsbury (private secretary to H.E. Mr. F. H. May) left in the Government launch *Victoria*, for the *Nubia*, where they were to meet Sir Matthew Nathan, K.C.M.G., who had arrived to administer the Colony. Shortly before that hour the P. and O. liner steamed slowly ahead and, coming down the central fairway, proceeded, by permission of Commodore C. G. Dickens, direct to the No. 4 Naval buoy in the man-of-war anchorage. She was in full dress, a string of flags flying from stem to bow, and in honour of the occasion H.M.S. *Tamar* and H.V.S. *Edith* also dressed ship with the Royal Standard at the truck of the mainmast. One of the China and Manila liners had her available bunting strung up and this part of the harbour wore quite a festive appearance. Many launches crowded around the sides of the liner, on which a bluejacket from the *Edith* was waiting to signal the disembarkation of Sir Matthew to those aboard the *Tamar*. The half-hour had not struck when the booming of a gun—the first shot of the official salute fired from the *Tamar*—announced the departure of Sir Matthew from the mail boat. In a few seconds another and yet another volume of sound echoed up from the eastward as the *Victoria* forged her way through the water, towards the Praya. En route she passed close alongside a launch containing 250 scholars from St. Joseph's College who gave the Governor-designate a ringing cheer which he acknowledged with a gracious smile.

## AT BLAKE PIER.

The midsummer sun, blazing from a sky of almost fleckless blue, shone down in all its tropical intensity upon the flagstones of the Praya and rendered brilliant in the extreme the scene upon Blake Pier when, precisely at half-past ten, the launch steamed up, H.E. stepped ashore and set foot for the first time in the Colony of Hongkong. Nearly half an hour before the official time of landing residents, both ladies and gentlemen, had arrived in their chairs and rickshas at Blake Pier and, sheltered from the sun under the mat-roofed structure, spent the time pleasantly enough in comparing notes and chatting over the topics of the day. Mr. S. T. Dunn, of the Botanical and Afforestation Department, had been early on the scene, and with the assistance of Mr. E. W. Carpenter of the P.W.D. had put a touch of the artistic to the shelter. Festoons of evergreens ran the whole length of the pier and beneath the roof strings of flowers and greenery were swung from side to side. Palms and pot plants had been placed about the landing steps, and the whole was effectively shown off by a wide strip of red cloth laid from end to end of the pier. Among the large gathering present were noticed H.E. the Officer Administering the Government, Mr. F. H. May, C.M.G., and Mrs. May; Capt. M. K. Hodgson, A.D.C.; H.E. the General Officer Commanding in South China, Major-General Villiers Hutton, C.B.; Capt. F. S. Ward, A.D.C.; the Bishop of the Diocese of Victoria, the Rt. Rev. J. C. Hoare, D.D.; the Chief Justice Sir W. Meigh Goodman, and Lady Goodman; the Attorney General, the Hon. Sir H. Spencer Berkeley, K.C.; the Colonial Treasurer, the Hon. L. A. Barnes Lawrence; the Director of Public Works, the Hon. P. N. A. Jones; the Principal Civil Medical Officer, Hon. Dr. J. M. Atkinson; the Hon. Sir C. Paul Chater, C.M.G.; the Hon. W. J. Gresson; the Police Judge, His Honour T. Sercombe Smith; Hon. Dr. Ho Kai, Hon. Wei Yuk, Hon. Gershom Stewart, Hon. R. Shewan, Commodore Dicken, Rev. T. W. Pearce, Rev. C. H. Hickling, Major A. B. Hamilton, Major A. A. Chichester, Major L. J. Dopping-Hepburn, Major FitzWilliams, Rev. E. J. Hardy, Rev. Bridie, Col. Kent, Major Stephens, Col. Watts, Lieut. Col. W. S. Birdwood, Major C. G. Pritchard, Col. W. E. Webb, R.A.M.C., Capt. F. J. Bodeley, the Consul for Austria-Hungary, M. Nicholas Post; Consul General for Portugal and Brazil Conselheiro A. G. Romano and the Vice-Consul, Mr. J. J. Leiria; Consul for Chili, Mr. J. G. Gonzalez; Consul for Denmark, Mr. A. Haupt; Consul for France, M. Gaston Liebert;

Consul for Germany, Dr. Kruger; Consul for Italy, Chevalier Z. Volpicelli; Consul for Japan, Mr. M. Noma; Consul for Mexico, Mr. D. Barreto; Consul for the Netherlands, Mr. T. J. Haver Droeze; Consul for Spain, Mr. A. P. Marty; Vice-Consul for Sweden and Norway, Mr. G. H. Halling; Consul General for the United States, General E. S. Bragg; and Vice and Deputy Consul for the United States, Mr. H. H. Hobbs, Messrs. H. P. White, T. F. Hough, H. H. J. Gompertz, J. H. Kemp, A. Seth, E. Goetz, A. G. M. Fletcher, J. R. Wood, A. C. Wood, D. F. Law, N. A. Siebs, E. A. Irving, W. Cowan, F. B. L. Bowley, E. Cornwall-Lewis, R. C. Wilcox, A. Rumjahn, G. L. Duncan, Ho Tung, Ho Fook, Fung Wa Chun, besides most of the officers of the garrison and a very large number of other leading residents of all nationalities. The police had made their appearance in large numbers about half-past nine, some 250 being posted for special duty at the pier and on the route of the processions, and shortly after ten o'clock the military, a guard of honour composed of a hundred men of the Royal Engineers, headed by the Band of the Sherwood Foresters, marched down from Wellington Barracks and took up their position in front of the pier. The wait had not been a long one, for punctual to the minute the Government launch came alongside and Sir Matthew was seen standing in the bows chatting to the Hon. Barnes Lawrence and Mr. Basil Taylor. Sir Matthew, the cynosure of every eye, an upright, athletic man of medium height with a keen piercing eye and just a shade of grey in his hair, stepped ashore attired in the civil uniform of the first class, and wearing the medal with clasp for the Lushai Expedition of 1889, and the decorations of the order of St. Michael and St. George of which he was conferred with a knighthood in 1902. He was soon being introduced to members of Council, Military and Naval Officers, the Consuls and some of the leading residents of the Colony, including many ladies. Attention was enforced, the bayonets rose in glittering array, and the serried lines of the military became rigid. Sir Matthew Nathan, accompanied by his aide-de-camp and officers, stepped out from among the crowd assembled on the pier and proceeded to inspect the guard of honour. This over the party left for the Council Chamber. Special care had been taken to keep the space of road in front of the pier clear, but the vicinity was by this time one mass of packed humanity. The European and Indian police were early in position and Chief Inspector Baker and other officers paraded the route and saw that everything was in order.

## AT THE COUNCIL CHAMBER.

Arrived at the Government Offices, Sir Matthew Nathan proceeded to the Council Chamber where a specially convened meeting of the Executive Council was held for the purpose of swearing him in as Governor of Hongkong. The members of Council present were Major-General Villiers Hutton, C.B. (General Officer Commanding), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. L. A. Barnes Lawrence, R.M. (Harbour Master), Hon. P. N. A. Jones, (Director of Public Works), Hon. A. W. Brewin (Registrar-General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Gershom Stewart, Hon. W. J. Gresson, Hon. Wei Yuk, Hon. R. Shewan, and Mr. S. B. C. Ross (Clerk of Council).

Several rows of chairs had been placed at the back and along the sides of the Council Chamber for the use of the general public, and as a large number of people followed the procession up from Blake Pier there were all occupied sometime before the swearing in ceremony was commenced. Among those present, in addition to many whose names have already been mentioned were Mrs. May, Lady Gorman, Mrs. Dicken, Mrs. Brewin, Mrs. Barnes Lawrence, Mrs. Gershom Stewart, Mrs. Chichester, Mrs. Volpicelli, Mrs. Patrick Jones, Mrs. B. Layton, Mrs. Raymond, Mrs. Johnson, Mrs. Watkins, Mrs. FitzWilliams, Mrs. Bodeley, Mrs. Irving, Mrs. Birdwood, Mrs. Law, Miss Law, Miss Hazeland, and Miss Gubbay.

Sir Matthew Nathan, who was attended by his aide-de-camp Capt. W. Arbuthnot Leslie, and Mr. R. A. B. Ponsbury, his private secretary, entered the room at three minutes to eleven o'clock, and members of Council immediately rose from their seats and remained standing while the Chief Justice (Sir William Goodman), in wig and gown, went to the right of Sir Matthew, who remained seated, and proceeded to read the Commission which is couched in the following terms:—

Commission passed under the Royal Sign Manual and Signet, appointing Major Sir Matthew Nathan, K.C.M.G., to be Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies.

Edward R. & I. Edw. rd the Seventh, by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India: To Our Trusty and Well-beloved Sir Matthew Nathan, Major in Our Corps of Royal Engineers, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Greeting.

We do, by this Our Commission under Our Sign Manual and Signet, appoint you, the said Sir Matthew Nathan, to be during Our pleasure Our Governor and Commander-in-Chief in and over Our Colony of Hongkong and its Dependencies, with all the powers, rights, privileges, and advantages to the said Official belonging or appertaining.

II. And We do hereby authorize, empower, and command you to exercise and perform all and singular the powers and directions contained in certain Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, constituting the office of Governor and Commander-in-Chief of Our said Colony and its Dependencies, bearing date at Westminster the Nineteenth day of January, 1888, or in any other Letters Patent adding to, amending, or substituted for the same, according to such Orders and Instructions as Our said

Governor and Commander-in-Chief for the time being hath already received, and to such further Orders and Instructions as you may hereafter receive from Us.

III. And further, We do hereby appoint that, so soon as you shall have taken the prescribed oaths and have entered upon the duties of your office, this Our present Commission shall supersede the Commission under the Sign Manual and Signet of our late Majesty Queen Victoria, bearing date the Eleventh day of December, 1897, appointing Our Trusty and Well-beloved Sir Henry Arthur Blake, Knight Grand Cross of Our most Distinguished Order of Saint Michael and Saint George, to be Governor and Commander-in-Chief of Our said Colony and its Dependencies.

IV. And We do hereby command all and singular Our Officers, Ministers, and loving subjects in Our said Colony and its Dependencies, and all others whom it may concern, to take due notice hereof, and to give their ready obedience accordingly.

Given at Our Court at Saint James's, this Twenty-first day of September, 1903, in the Third year of Our Reign.

By His Majesty's Command,

J. CHAMBERLAIN.

After the newly-appointed Governor had put on his hat, he took the oaths in the usual manner, and having signed his name to each of them in the books, and the Chief Justice having witnessed the signature, there was a rattle of rifles below as the guard of honour, composed of a company of the 14th Bomb. Infantry (late, 14th Mahrattas) under Capt. Steen, presented arms while the regimental band played the opening bars of the National Anthem.

## HIS EXCELLENCY'S ADDRESS.

H.E. Sir Matthew Nathan then turned and addressed the assembly. He said:—

My lord, Chief Justice, your Excellency, honourable members of Council, ladies and gentlemen,—It is now some months since I have been looking forward to the ceremony that has just been completed and wishing to be amongst those with whom my work was to lay for some years to come. I was, however, detained in West Africa in order to watch over the final stages in the completion of a commercial railway from the coast to Kumasi. I hope devoutly, also, that I shall see here the completion of a railway from the coast to the interior. I allude to the line from Kowloon to Canton (applause)—a line, which I consider essential to the commercial prosperity of the Colony (applause). Nearly equally essential, I look upon the improvement of the sanitary condition of Victoria so as to do away with the ever-recurring scourge of plague. I am heartily in accord with the views of my predecessor, Sir Henry Blake, that this improvement can only be effected by the co-operation of the mass of the inhabitants—co-operation that was willingly given to him and which, I trust, will be continued to myself (applause). If every individual maintains perfect cleanliness in his house and surroundings the plague will cease as a matter of course. It will be necessary for the Government to assist in the maintenance of cleanliness by large expenditure on water supply and sanitation. To make this possible it seems to me we shall require very careful administration of the public funds and effect economies by restriction of expenditure in other directions. On this, as well as with regard to various questions affecting the commerce of the Colony, I have had the advantage during the last few days of having talks with the chairman of the Committee of the Chamber of Commerce of Hongkong. These talks have shown me, as I was told in London, that I shall always be able to expect hearty support and sound advice from the mercantile community of the Colony. I look upon the commerce now and in the future as one of the greatest of my tasks. To secure this Colony's commerce against hostile attacks should be perfectly strong. I would add also, that the security of Hongkong is necessary for the efficiency of His Majesty's navy and, therefore, the safety of all British trade in the Far East. H.E. the Major General Commanding, has I am aware, dealt with great earnestness with the question of making available all the defences of the Colony and its resources in the time of war. In this work I need not say he will have every assistance I can give him—assistance which will probably be none the less useful from the fact that for many years it was necessary for me, in another place and under other conditions, to follow most closely the development of the defence question in Hongkong. I have not the advantage of equal familiarity with all other questions with which I shall be called upon to deal. It was a long time ago, and it was then for only a very short period that I formally came in contact with members of the great Chinese race. I intend, however, to learn their manners, their customs, their wants and their aspirations so that I may have for them a real sympathy based upon understanding, and to be able to help them as I wish to help all other classes of the community in this Colony in things great and small, public and personal (applause). I must allude once again to the long period that has elapsed between the departure of my predecessor, Sir Henry Blake, and my arrival in the Colony this morning, in order to voice the opinion that has come to me from many sources that during that period the affairs of the Colony have been conducted by the Colonial Secretary, the Hon. Mr. May, with energy and tact, judgment and faith (prolonged applause).

His speech was brief, but every word was spoken with deliberation and an intense earnestness that gave it weight. His modest, but fearless demeanour, his evident candour and honest utterance caught the fancy of those present and on several occasions they cheered him again and again. Immediately he had finished he left the Council Chamber and proceeded to his room where he chatted with several officials and their wives, who were present to him by the Hon. F. H. May. He then left for Government House, his progress thither being quite private, though escorted by a body-guard of Indian constables, who, on arrival there were at once dismissed, by His Excellency's order. After a short rest, and a change from his diplomatic uniform to a suit, His Excellency, accompanied solely by the Hon. F. H. May, C.M.G., his aide-de-camp, Captain Arbuthnot-Leslie, and his private secretary, Mr. R. A. B. Ponsbury, left for Mountain Lodge, the Peak, at 12 noon, where a small luncheon party had been arranged in his honour.

His Excellency's aide-de-camp, who has accompanied him from home, is Captain W. Arbuthnot-Leslie, of the Scots Guards, and a cousin of Captain Arbuthnot, son-in-law, and late aide-de-camp to Sir Henry Blake, when Governor of Hongkong.

## APPOINTMENTS.

The following appointments are notified in a *Gazette* extraordinary published this afternoon:—

It is hereby notified that His Excellency Sir Matthew Nathan, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, having arrived in the Colony this day, the prescribed oaths of office were duly administered to His Excellency by His Honour the Chief Justice in the presence of the Executive Council, and that His Excellency thereupon assumed the administration of the Government in virtue of His Majesty's Commission dated at Saint James's the 21st day of September, 1903.

His Excellency the Governor has been pleased to appoint Richard Arthur Brabazon Ponsbury to be his Private Secretary.

His Excellency the Governor has been pleased to appoint Captain Arbuthnot Leslie, Scots Guards, to be his aide-de-camp.

H.E. SIR MATTHEW NATHAN, K.C.M.G.

## AN INTERESTING CAREER.

During the past few hours the eyes of hundreds of Hongkong's inhabitants have been turned on one particular subject of King Edward VII. Some twenty-four years ago, at the age of eighteen, he entered that famous corps, the Royal Engineers, and after nine years' service attained his captaincy. In 1898 he was promoted to major, having meanwhile taken part in the Nile Expedition of 1895, and the Lushai campaign for which he received the medal with clasp. When the Colonial Defence Committee sat in 1895 he was selected to act as its secretary, and four years later was sent out to administer the government of Sierra Leone. After twelve months he became governor of the Gold Coast where he remained until last year. While there he proved himself a hard worker and was beset with many problems difficult of solution. First and foremost was a question of currency nearly as intricate as our own, for during his term of office, British gold and silver coins, gradually came into circulation and almost entirely superseded the use of the natives of gold dust in Ashanti and of cowries in the northern territories. Bronze coins, however, the natives for some unknown reason intensely disliked. Indeed, in such little difficulties had to be solved, and amid surroundings and under circumstances the most trying. The climate there is damp, malarious, and unhealthy for Europeans, and it was the Governor who sounded a note of warning to intending immigrants. He was in fact, respected and loved by all, and wisely encouraging the flow of social intercourse, made life for his subordinates of the pleasantest. We are told that scarcely an evening passed during his administration but he entertained some of his fellow-countrymen either officially or privately at Government House, and the Accra season of 1902-3 was marked by a series of dances which the small contingent of European ladies entered into with the greatest zest. Sir Alfred L. Jones, K.C.M.G., chairman of the Liverpool Chamber of Commerce, at a dinner given in London by the Maccabees alluded to him in terms of the highest praise, observing that it was greatly to the credit of Mr. Chamberlain that he had selected such a man for West Africa. He had given great assistance to the expedition that had been sent out to improve the health of that Colony and generally to the researches of the School of Tropical Medicine. It is doubtless due to the excellence of the duty done there that has led to his appointment as Governor of Hongkong, and, *en passant*, it might be mentioned that it is rarely that such rapid promotion to a high place comes to a Colonial official to rise in four years from his petty governorship on the West Coast of Africa to the coveted one of this Colony. Further proof of his ability and undoubted talent is scarcely wanting; yet on the present occasion it may be well to put on record the fact that on his promotion to Hongkong the Committee of the African Trade Section of the Liverpool Chamber of Commerce passed a special resolution heartily congratulating him, and noting their satisfaction at the able manner in which he fulfilled his duty while acting as administrator of the dreaded Gold Coast of Africa. Such, in very slender outline, is the record of His Excellency Sir Matthew Nathan, K.C.M.G., who has to-day landed on our shores and entered upon the Government of Britain's distant outpost of Empire.

## COMMERCIAL.

Quotations for the week close as follows:—  
China Traders ..... 5 6 1/2 s.  
H.K.C. & Macao Steamboats 31 b.  
Shell Transports ..... 23 6 s.  
Roubis ..... 7 1/2 s.  
Hongkong & Lands ..... 151 ex. div.  
West India ..... 58 1/2 ex. div.  
Hongkong Hotels ..... 134 b.  
Shanghai Lands ..... 109 ex. div.  
Green Island Cemen't ..... 30 s.  
China Borneo ..... 10 1/2 s.  
A. S. Watsons ..... 14 b.

## Today's Advertisement.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"NUBIA,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Moldavia*.  
From Persian Gulf, ex B.L.S. and B. & P. S. N. Co.'s Steamers.  
From Allepi, ex S.S. *Kajput*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 29th July, 1904.

## Today's Advertisements.

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that FERD. BORNE-MANN, of Shanghai, in the Empire of China, Merchant, has on the 11th day of July, 1904, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:—

The Representation of a Chinaman sitting on a stone on a path on the hillside overlooking the sea and underneath a tree holding in his left hand a glass and at his feet a punch bowl and ladle, in the name of FERD. BORNE-MANN who claims to be the proprietor thereof.

The Trade Mark is intended to be used by the applicant, forthwith, in respect of the following goods:—

STRIPE AND WOOLLEN CLOTH IN CLASS 34.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 28th day of July, 1904.

DENNY &amp; BOWLEY, Solicitors for the Applicant.

[886]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by

PUBLIC AUCTION,

ON

TUESDAY,

the 2nd August, 1904, at 11.30 A.M., at

THE CENTRAL POLICE STATION,

SUNDRY GOLD

AND

SILVER JEWELLERY.

TERMS:—As usual.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 29th July, 1904. [888]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to Sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 4th August, 1904, at 11.30 A.M., at

No. 9, Pedder's Hill,

SUNDRY

HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE AND SINGLE IRON BED-STEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD OVERMANTEL with BEVELLED GLASS, TEAKWOOD WARDROBES, MARBLE-TOP TABLES and WASHSTANDS, VIENNA CHAIRS, CARPETS and RUGS, COOKING STOVES and UTENSILS, &amp;c., &amp;c.

TERMS:—As usual.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 29th July, 1904. [889]

## METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE.

TO-MORROW,

(SATURDAY), July 30th.

CONTINUED SUCCESS OF

WARE AND ROSS' ENTERTAINERS.

AN INNOVATION:

Our Grand First Part

MINSTRELSY OLIO FARCE.

NEW ACTS,

NEW SONGS,

NEW DANCES.

A CYCLONE OF FUN.

INTERESTING. NOVEL. ATTRACTIVE.

Rickshas held till conclusion of Performance.

Overture 8.15 p.m. Performance 9.15.

Prices.....\$2 and \$1.

Hongkong, 29th July, 1904. [887]

## THEATRE ROYAL, CITY HALL.

THE

TAIPEH DRAMATIC COMPANY.

TO-NIGHT,

(FRIDAY), 29TH JULY.

"THE WAR BETWEEN JAPAN AND RUSSIA."

THE COMEDY

"NATURAL AND UNNATURAL."

JAPANESE ANCIENT SONGS AND DANCES.

PLAN AT CITY HALL.

Prices.....\$3, 2 and 1.

Doors Open at 8. Overture 8.45.

Commence at 9 P.M.

Late Tram and "Star" Ferry Launch after the Performance have been arranged.

Hongkong, 29th July, 1904. [849]

## Today's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 2nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 29th July, 1904. [885]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, at 1 P.M., the Company's Steamship "OCEANIC," Captain Oliver, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 8th August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th July, 1904. [9]

THE GREAT SENSATION AND ATTRACTION IN THE EAST.

NEVER SEEN IN HONGKONG BEFORE.

SIMONS' GRAND PANOPTICON, DIORAMA, CYCLOPANO AND WAX-WORKS EXHIBITION.

Des Vieux Road, opposite Central Market.

TO-NIGHT! TO-NIGHT! TO-NIGHT!

FROM 6 P.M. TO 11 P.M.

COME AND SEE! THE UNIQUE AND INTERESTING EXHIBITION.

THE PANOPTICON, A Grand, Marvellous, Magnificent and Extraordinary Show.

ALL LIFE SIZE AND MOVING WAX FIGURES, Made by the Cleverest and Best Artists of Europe.

Price of Admission .....50 Cents.

Children.....30 "

Soldiers and Sailors in uniform.....30 "



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.
GLASGOW and LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & L'POOL.	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th July, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
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THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	30th July.
MANILA	"TEAN"	3rd August.
SHANGHAI	"WHAMPOA"	4th "
SWATOW, CHEFOO and TIENTSIN.	"CHIHLEI"	5th "
CEBU and ILOILO	"SUNGKIANG"	5th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.A.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th July, 1904.

## Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th July, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 6th August, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 23rd July, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,463	Bahle	August 13th, 1904.
"ARAGONIA"	5,198	Schmidt	September 14th,
"NUMANTIA"	4,370	"	October 10th,
"NICOMEDIA"	4,370	Wayner	October 23rd,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

## HONGKONG-CANTON LINE.

S.S. "WING CHAI,"		
Captain SAMUEL BELL SMITH.		

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), £7; Return Ticket, £5. 2nd Class, £4; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, £2; Return Ticket, £3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, £5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street. The steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 1st January, 1904.

THE British Steamship		
"YING KING,"		

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single journey.  
2nd ".....1.50 "  
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.WENDT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

## REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## MESSAGERIES CANTONNAISES.

J. TREVoux & CO.,  
Agents.HONGKONG-CANTON NIGHTLY  
SERVICE.

## THE Commodious Steamer.

## "PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.  
First Class European.....\$8.00  
Second Class European.....3.00  
First Class Chinese.....1.50  
Second Class Chinese.....80  
Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 9th June, 1904.

## STEAM TO CANTON.

## THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW".....1,309.....J. P. MARTIN.  
"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

## "GREGORY APCAR,"

Captain J. G. Olliff, will be despatched for the above Ports, on WEDNESDAY, the 3rd August, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 28th July, 1904.REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"BEDOUIN".....	10th August.
"LOWTHER CASTLE".....	25th August.

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 26th July, 1904.P. & O. S. N. Co's  
INTERMEDIATE LINE.

## NEW and well appointed twin screw

## S.S. "BORNEO,"

4,573 tons,  
will be despatched for LONDON (DIRECT), on or about 18th August.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.  
Hongkong, 22nd July, 1904.AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

## FOR NEW YORK via SUEZ CANAL.

## THE Steamship

## "EPSOM,"

Captain J. White, will be despatched for the above Port, on or about THURSDAY, the 25th August.

For Freight, apply to

SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 23rd July, 1904.

## Shipping—Steamer.

## FOR MANILA.

## THE American Steamship

## "LEGASPI,"

Captain D. Yribar, will be despatched as above, on TUESDAY, the 2nd proximo.  
This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

BARRETTO & Co.,  
Agents.

Hongkong, 27th July, 1904.

## Intimations.

## ESPECIAL OLD TOM GIN.

Marshall and  
Elvy's

## DOUBLY DISTILLED

## AND OF

## MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,  
Des Vaux Road.

Hongkong, 11th May, 1904.

## THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,  
LIMITED.

## HONGKONG EXCHANGE.

## S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

## NO CHARGE FOR INITIAL

## INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

## DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

## ELECTRIC SUPPLIES.

## BATTERIES.

## CHEMICALS.

## ELECTRIC BELLS.

## INSULATORS.

## SWITCHES.

## TELEPHONES.

## WIRE.

R.C. &amp; C. &amp; C.

## SEND FOR PRICE LISTS.

## ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

## Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,  
M.I.C.E.,  
Manager.

Hongkong, 12th April, 1904.

## SAVARESSE'S

## SANDAL

## CAPSULES

Efficacious because absolutely pure.

English Oil. Not made of gelatin.

Full directions. All Chemists.

Insist on SAVARESSE'S

## HONGKONG AVERAGE MARKET

## PRICES.

Corrected 18th July, 100 cts. per \$; Mex.

## BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu "	18
" Breast—Ngau Lam	18
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chung	26
Bullock's Brains— " Know..... per set	9
" Tongue fresh—Ngau Li..... each	45
" " corned—Ham Ngau Li.....	55
" Head—Ngau Tau	55
" Heart—Ngau Sun	9
" Hump, Salt—Ngau Kin.....	14
" Feet—Ngau Kerk..... each	8
" Kidneys—Ngau Yiu.....	16
" Tail—Ngau Mei	9
" Liver—Ngau Con	5
" Tripe (undressed)—Ngau To.....	5
Calves' Head and Feet—Ngau-chai- tau-keok.....set	75
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	26
Pigs' Chittlings—Chi cheong	12
" Brains—Chi Know.....per set	2
" Feet—Chi Kerk	12
" Fry—Chi Chuk	12
" Head—Chi Tai	15
" Heart—Chi Sum	8
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	24
Pork, Chop—Chi Pai Kwat	23
" Corned—Ham Chu Yuk	—
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	—
Keok.....set	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	—
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong,	15

## POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	30
Ducks—Ap	18
Doves—Pan Kai	—
Eggs, Hen—Kai Tan.....per doz	30
Fowls, Canton—Kai	30
" Hainan—Hoi Nam Kai	30
Geese—Ngai	22
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo	—
Musk Deer—Wong Keng	—
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kup	28
" Hoihow—Hoihow Pak Kup	22
Quail—Um Chun	—
Rice Birds—Wo Fa Cheuk.....dozen	—
Snipe—Sa Chui	—
Turkeys, Cock—Fo Kai Kung	70
" Hen— " Na	60
Wild Ducks, Shanghai, Sai-ai	—
Teal, Shanghai, Sai Ap Chai.....each	—
Wild Ducks Canton—Sang Shing Sui	—
Apea.....per pair	—

## FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Bin Yu	14
Carp—Li Yu	15
Catfish—Chik Yu	11
Codfish—Mun Yu	24
Crabs—Hai	15
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	8
Eels, Congor—Hai Man Yu	18
" Fresh water—Tam Sui Yu	13
" Yellow—Wong Sin	24
Frogs—Tien Kai	28
Garoupa—Sek Pan	40
Gudgeon—Pak Kup Yu	11
Herrings—Tso Pak	18
Halibut—Cheung Kwan Yu	16
Labrus—Wong Fa Yu	16
Loach—Wu Yung	9
Lobsters—Lung Ha	12
Mackerel—Chi Yu	20
Monk Fish—Mon Yu	14
Mullet—Chai Yu	24
Oysters—Sang Hoo	15
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	14
Pike—Fa Pau Poong	9
Plaice—Pan Yu	15
Pomfret, Black—Hak Chong	16
Pomfret, White—Pak Chong	18

Prawn—Ming Ha.....	40
Ray—Pai Pa Sa.....	7
Rock Fish—Sek Kau Kung.....	14
Roach—Chun Yu.....	10
Salmon, (Chon), fresh water—Ma Yau Yu.....	28
Shark—Sa Yu.....	10
Skate—Po Yu.....	9
Shrimps—Ha.....	28
Snapper—Lap Yu.....	24
Soles—Tat Sa Yu.....	28
Teach—Wan Yu.....	13
Turbot—Cho How Yu.....	16
Turtles, small, fresh water—Keok Yu.....	60
White Bait—Nean Yu Chai.....	3







## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for HATAYI,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "BALLAARAT."

Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 30th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Egypt*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on the 12th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,

Superintendent.

Hongkong, 29th July, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i> .....	3,753	Geo. Wright	Ab. Aug. 11
<i>Shawmut</i> .....	9,606	W. M. Smith	Aug. 31
<i>Tremont</i> .....	9,606	T. W. Garlick	Oct. 1
<i>Shawmut</i> .....	9,606	W. M. Smith	...
<i>Tremont</i> .....	9,606	T. W. Garlick	...
<i>Lyra</i> .....	4,417	G. V. Williams	...

Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

<i>Shawmut</i> .....	9,606	W. M. Smith	Ab. Aug. 12
<i>Tremont</i> .....	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 28th July, 1904.

## Intimations.

THE HONGKONG  
STUDIO,

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING  
AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Com-  
modious Premises, to sculpture, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1898.

## Consignees.

FROM HAMBURG, PENANG AND  
SINGAPORE.

## THE H. A. L. Steamship

## "ANDALUSIA."

Captain Filler, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, and  
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd August will be  
subject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

## HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 27th July, 1904.

## S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.  
*Memphis* and *Crimée* from Havre ex s.s.  
*Memphis* and *Charente* from Bordeaux ex s.s.  
*Villeda Cella*, in connection with above Steamer,  
are hereby informed that their Goods, with  
the exception of Opium, Treasure and Valua-  
bles are being landed and stored at their  
risks into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after TUESDAY, the 2nd August, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 2nd August, or they will not be recognised.  
All damaged packages will be examined on  
TUESDAY, the 2nd August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th July, 1904.

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM RANGOON AND STRAITS.

## THE Company's Steamship

## "PUTIALA."

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
goods are landed.

Goods not cleared by the 30th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 25th July, 1904.

## For Sale.

## FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

## FOR SALE.

ONE ICE-MAKING MACHINE with  
GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Voeux Road.

Hongkong, 27th June, 1904.

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMP

OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naptha of the best

kind kept in stock.

TAI KOWNG CO.,

36, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$662 1/2 buyers
National Bank of China, Limited	40,453	£10	£8	\$250,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £68 1/2 \$38 buyers
Do. (Founders)	750	£1	£1	\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$540
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$62
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 27,1589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$486,284	\$12 for 1902	9 1/2 %	£120
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 %	\$208 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,250,000 \$2,500	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$38
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$1 1/2 for second half-year, 1903	10 1/2 %	\$30 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$106 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts. \$0.90 & b. 20 cts. for year ending 30.4.04	6 1/2 % 4 1/2 %	\$36 buyers \$24 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,775 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	24/- sellers
Taku Tug and Lighter Company, Limited	30,000	T. 50	T. 50	Tls. 1,500,000 Tls. 201,614	Tls. 865	Final of T. 1 making T. 2 for 1903	6 %	T. 35 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none		Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$183 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,632	Fcs. 557.6	Final of Fc. 25 making Fcs. 55 for 1903		\$400
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,235	No. 12 of 1/-		\$8 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.30
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half-year 1903	6 1/2 %	\$219 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 %	T. 143 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	143,712	\$6 for 2nd half year 1903	4 1/2 %	\$250 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$50,000	\$4,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110 buyers
Howarth Friskine, Limited	12,000	\$100	\$100	\$50,989 \$20,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1903	6 1/2 %	\$110 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$1,500,000 Tls. 487,110 Tls. 59,913	\$28,013	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112
Shanghai and J. Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 2,000,000 Tls. 59,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	3,500	Tls. 100	Tls. 100	Tls. 6,200	Tls. 1,760	Tls. 18 for 1903	7 1/2 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$384,000	\$489	\$14 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 17,144	\$51,166	Interim of \$6 for 1904	8 %	\$150 ex div. b.
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Nil.	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 1/2 %	\$58 1/2 ex div.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$107,711 \$20,000	\$3,161	\$5 for second half-year 9.3	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T. 50	T. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 16,301	\$2 1/2 for year ended 31.6.03	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,985	Tls. 689	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$3,989	\$5 for the year ending 27.2.1903	17 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	7 1/2 %	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$99,177	90 cts for 1903	7 1/2 %	\$124 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,014	Interim of 3 1/2 a/c 1898		Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 a/c 1898 and 6000 shares		Tls. 37 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 27,189	4 1/2 for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,131	Final of 60 cents making \$1 for the year ending 31.7.03	4 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$41,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	8 1/2 %	Tls. 70 sellers
Alhambra, Limited	300	\$200	\$200		\$57	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$30 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 1/2 %	\$10 1/2 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	7 1/2 %	\$9 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$1.00 for year e. dis. 30.4.1904	6 1/2 %	\$14 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	\$7,387	50 cents & 2/- bonus for 1902		\$88 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 97 ex div.
Shanghai Waterworks Company, Limited	7,200	Tls. 30	Tls. 30	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 38 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	T. 100	T. 100	Tls. 15,159	Tls. 867	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		T. 130 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$30 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$120
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,117	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$230 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,210	\$100	\$100	\$30,000	\$4,283	\$20 for year ending 30.11.1903	7 1/2 %	\$80 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.03	6 1/2 %	\$20 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$55,000	\$9,096	\$3 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos East in Agency, Limited	8,604	12/6	12/6	none	\$1,161	50 pence for 1903	8 1/2 %	\$103 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4 1/2	\$14,000	\$119	50 pence for year ended 31.5.1903	14 1/2 %	\$210 buyers
Do. (Founders)	100	\$10	\$10					\$14 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	Interim of 70 cents	8 1/2 %	\$10 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,348	None		\$94 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$7,739	Interim of 50 cents for 1903/4	9 1/2 %	\$104 sales
William Phipps, Limited	12,000	\$10	\$10	none	\$4,757	None		\$5
Steam Laundry Company, Limited	10,000	\$5	\$5	none		First year		\$1
Maatschappij tot Nijl-, Bosch- en Landbouwver- plaatting in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04	13 1/2 %	Tls. 207 1/2 sales
Shanghai Home Bazaar Company, Limited	4,500	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,347	Second do. Tls. 10 = 15.6.04	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	6,400	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	9 %	Tls. 130 sales
Central Street, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21
Do. (Founders)	133					None		\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 2 for 1903	9 1/2 %	Tls. 65 buyers
Kate Brothers, Limited	10,000	\$100	\$50	\$375,000		\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	350,000	\$10	\$10	\$650,000	\$83,402	\$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	\$36 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 1/2 %	\$96 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	8 %	\$56 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,000	\$50	\$50			First year		\$50
South China Morning Post, Limited	16,000	\$25	\$25			First year		\$25